

**Amendments to the Claims:**

This listing of claims will replace all prior versions and listings of claims in the application.

**Listing of Claims**

1. (Currently amended) An operating mechanism for actuating at least one parking brake, particularly for motor vehicles, comprising:

a first driving unit for driving a first actuating element; and

a second driving unit for driving a second actuating element ~~characterized in that the second actuating element engages said first actuating element; wherein~~ and the first actuating element is configured as a nut and the second actuating element configured as a spindle, and wherein said the spindle driven by the second driving unit is screwed into said the nut driven by the first driving unit, thereby engaging each other in order to cause a relative movement of the first actuating element with respect to the second actuating element in order to tighten or to release at least one braking cable for actuating of the at least one parking brake.

2. (Cancelled).

3. (Original) Operating mechanism according to claim 1, wherein the driving units each comprise an electric motor and a gearbox.

4. (Original) Operating mechanism according to claim 1, wherein the driving units further comprise:

at least one driving pinion in each driving unit for transmitting a torque from the driving unit to the nut or the spindle;

at least one support body in each driving unit for axial displacement of the at least one driving pinion respectively by the axial displacement of nut or spindle; and

at least one shaft connection in each driving unit for the displaceable support of the respectively at least one driving pinion.

5. (Original) Operating mechanism according to claim 4, wherein the shaft connections comprise splined shaft connections, feather connections or polygon connections.

6. (Original) Operating mechanism according to claim 1, further comprising braking cables that are connected to support bodies.

7. (Original) Operating mechanism according to claim 6, wherein the tensile force of the braking cables is compensated due to the displaceable mounting of the driving pinions on the shaft connections.

8. (Original) Operating mechanism according to claim 1, further comprising a housing.

9. (Currently amended) Method for actuating of parking brakes with an operating mechanism, comprising a pair of two actuating elements, in which the first actuating element is configured as a nut and the second actuating element configured as a spindle, and wherein the said spindle is screwed into the said nut, thereby engaging each other in order to cause a relative movement of the said first and second actuating elements, wherein a first driving unit drives a the first actuating element and a second driving unit drives a the second actuating element, and wherein for tightening or releasing of at least one braking cable the driving units are driven with the same as well as with the opposing rotational direction.

10. (Original) Method according to claim 9, wherein the driving units are driven with different rotational speeds.

11. (Currently amended) Method according to claim 9, wherein at the same rotational direction of the driving units the difference of the rotational speed between the first actuating element and the second actuating element determines the an actuating velocity, by which the at least one braking cable is tightened or released.